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# Public Health Reports

Treasury Department, United States Marine-Hospital Service. Published in accordance with act of Congress approved February 15, 1893.

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## UNITED STATES.

### *Yellow fever in the South—(Continued).*

The disease continues to spread slowly, and has been reported at the following additional places since the issue of the last REPORT: Bowie, Delogny, Plaquemine, and St. James Parish, La., and Clinton, Fayette, Harriston, Hermanville, Madison, Port Gibson, Starkville, and Wardville, Miss.

September 28. Assistant Surgeon von Ezdorf was reported sick with yellow fever at Orwood. He is now convalescent.

### *Train inspection service—(Continued).*

All trains on the Yazoo and Mississippi Railroad have been suspended. Inspection on the Memphis and Charleston Railroad has been extended to include the entire work; also on the Nashville, Chattanooga and St. Louis to include the greater part of that road.

Inspectors have been placed on the Louisville and Nashville Railroad from Memphis to Guthrie.

The following memorandum has been issued for the guidance of officers of the Marine-Hospital Service who are in charge of the work of supervising the disinfection of Pullman cars and day coaches which have been used to transport refugees from infected districts:

#### DIRECTIONS FOR THE DISINFECTION OF RAILWAY COACHES.

I. *For the day coach, dining car, tourist sleeper, parlor car.*—Formaldehyd gas, applied by means of an autoclave in a 2 per cent per volume strength, the time of exposure not less than twelve hours.

II. *For Pullman, Wagner, and other sleeping cars.*—Formaldehyd gas applied by means of an autoclave at a 4 per cent per volume strength, the time of exposure not less than twelve hours. Outside of cars liable to convey infection should, after mechanical cleansing, be disinfected by (a) solutions of bichloride of mercury, 1-1000, (b) solutions of carbolic acid, 1-40, or Trikresol, 1-100.

*Arrangement of the day coach for disinfection.*—All openings of the car should be closed as tightly as possible, especially the ventilators; these are best closed by means of waste. All carpets along the aisle should be laid across the top of the seats. If the car is provided with sash curtains they should be pulled down and hooked over the windows. The cushions of the seats should be shoved slightly away from the backs so that all the surfaces can be reached by the gas.

Water-closets, lockers, and storeroom should be opened. All apertures to be closed with waste or some other similar material. The gas should be introduced into the car by one of two ways: By the keyhole in the car door or through the hopper of the water-closet. If the car is badly infected it is always best to give a preliminary disinfection before doing all that has been outlined in the above.

Under these conditions the car is left just as it is, apertures closed, and a strong percentage of gas thrown in and allowed to remain for at least six to eight hours before it is arranged for the final disinfection. This procedure will be sufficient to sterilize the contents and surfaces of the car and renders this arrangement less dangerous to the operator.

*The immigration coach.*—If the coach is constructed with a view to easy closing, the interior can be given a clearing with formaldehyd gas in not less than 2 per cent per volume strength, and after this a mechanical cleansing of the floors and water-closets to be followed by a thorough douching with a strong disinfecting solution, preferably a solution of bichloride of mercury.

*Sleeping cars.*—The same general rules apply to these as for the day and immigration coach. The berths must be let down, all pillows taken down from under the seats; the mattresses and pillows so arranged that all surfaces may be thoroughly exposed, curtains suspended from the curtain poles; the carpets removed from their fastenings and placed over the backs of the seats or suspended by some means in the aisle. The lockers, closets, etc., to be opened. All the articles therein to be arranged so as to be exposed to the gas. Articles of food not hermetically sealed should, after the completion of the disinfection, that is after the exposure of the goods, be destroyed.

Water tanks should be disinfected either by a solution of formaldehyd 1-2000 for two hours, or by permanganate of potash 1-20 for two hours, and afterwards thoroughly rinsed. In most cases it may be necessary to neutralize the formaldehyd gas by ammonia. This can be readily done by sprinkling a sufficient quantity on the floor of the car and

allowing it to remain about one hour; about twice the quantity of ammonia should be used for the formaldehyd solution.

Sulphur is not recommended on account of the destructive effect upon fabrics.

*Precautions against the spread of yellow fever from Mexico.*

September 28. Reports having been received that several persons from Tampico and Victoria where yellow fever exists, were in Nuevo Laredo, the collector of customs at Laredo, Tex., was authorized to employ guards for the bridges and ferries.

October 1. The necessity being apparent, guards were also authorized at the coal mines and in Zapata County. Yellow fever having been reported in Tamaupilas, Mexico, the collector of customs at Brownsville, Tex., was authorized to employ additional guards to enforce quarantine.

*Yellow fever in the United States from July 1 to October 6, 1898.*

Places.	Date.	Cases.	Deaths.	Remarks.
<b>Louisiana:</b>				
Baton Rouge.....	To Oct. 1.....	3	0	
Bowie.....	Oct. 6.....	1		
Delogny.....	Oct. 1.....	1		
Franklin.....	To Oct. 6.....	375	7	
Harveys Canal.....	.....do.....	14	3	
Houma.....	.....do.....	2	1	
Jefferson Parish.....	To Sept. 20.....	5		
New Orleans.....	To Oct. 1.....	33	6	
Plaquemine.....	Oct. 1.....	1	1	
St. James Parish.....	Oct. 2.....	1		
Wilson.....	To Oct. 1.....	50	1	
<b>Mississippi:</b>				
Clinton.....	To Oct. 6.....	1		
Edwards (vicinity).....	.....do.....	6		
Fayette.....	.....do.....	1		
Harriston.....	.....do.....	42	4	
Hermanville.....	.....do.....	2		
Jackson.....	.....do.....	41	4	
Madison.....	.....do.....	3	1	
Orwood.....	.....do.....	79	4	
Oxford.....	.....do.....	52	6	
Port Gibson.....	.....do.....	1	1	
Starkville.....	.....do.....	3		
Taylor.....	.....do.....	100	11	
Waterford.....	.....do.....	2		
Water Valley.....	.....do.....	10		
Woodville.....	.....do.....	1		

[Reports to the Supervising Surgeon-General, United States Marine-Hospital Service.]

*Smallpox at Cedarville, Ala.*

MOBILE, ALA., September 29, 1898.

SIR: I have the honor to state that smallpox has existed at Cedarville, Hale County, Ala., for the past two months and that over 50 cases have occurred, principally in colored people. The local physician, Dr. McCullom, has lately recovered from the disease.

I am, very respectfully, your obedient servant,

R. D. MURRAY,  
Surgeon, U. S. M. H. S.